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 POLAND REPORT

COUNTRY Poland TOPIC Airfields in Silesia 50X1-HUM

EVALUATION                      PLACE OBTAINED                      50X1-HUM

DATE OF CONTENT                     

DATE OBTAINED                      DATE PREPARED 15 September 1953

REFERENCES                     

PAGES 2 ENCLOSURES (NO. & TYPE)                     

REMARKS                     

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1. In February 1952, construction work was under way at Gandau (P 52/C 42) airfield. Two biplanes were observed. The field was used by Polish commercial aircraft.<sup>1</sup>
  2. There was heavy flying by Soviet aircraft at Schongarten (P 52/C 31) airfield which was occupied by conventional type single-engine aircraft of both in-line engines and radial engines. The single-engine aircraft which had in-line engines were 2-seaters. No jets were observed at the installation.<sup>2</sup>
  3. Prior to the summer of 1952, there was heavy flying at the airfield located on the southeastern perimeter of Liegnitz (O 52/B 82). Only Soviet soldiers were seen in the town. Formation flying, air fighting and firing was continuously practiced over Maltzsch (P 52/C 12). Occasionally, a 4-engine aircraft would be seen over this town.<sup>3</sup>
  4. On 11 July 1952, the airfield near Sorau (O 52/B 16) was unoccupied. The hangars were still heavily damaged and the landing field appeared to be unused. Two wrecked aircraft were observed. The airfield had railroad connections.<sup>4</sup>
  5. In the summer of 1952,                      jet fighters with Soviet national insignia over Sagan (O 52/B 26) airfield. The aircraft had a pronounced sweepback and the elevator assemblies were set rather high. On the roof of one of the airfield buildings was a large radar set fitted with a basket-like device, which continuously rotated.<sup>50X1-HUM</sup>
  6. Prior to October 1952, jets practicing in formations of up to 3 were observed over Muskau (O 52/V 85). No Polish jets or 4-engine aircraft were observed.<sup>5</sup>
1.                      Comment. According to previous information, Gandau airfield is used as a civil airport and a training field for Liga Lotnicza which is engaged in pre-military training. The nature of the construction work reported could not be determined.<sup>50X1-HUM</sup>

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2. Comment. According to information dating from 1951, Schoengarten airfield was occupied by a Polish air force unit, probably a fighter regiment. The scanty description of the aircraft observed indicates that the planes were La-9 fighters and Il-2 or Il-10 ground attack aircraft. Since the fighter units of the Fourth Soviet Air Army have already been re-equipped with MiG-15s, it is believed that Schoengarten airfield was not occupied by Soviet but Polish air units in the summer of 1952. 50X1-HUM
3. Comment. The occupation of Liegnitz airfield has not definitely been determined. Most reports received indicate that Soviet ground attack units are concentrated in Liegnitz. It is believed that exclusively Soviet air units, i.e. two ground attack regiments, were stationed in Liegnitz in the summer of 1952. 50X1-HUM
4. Comment. No air unit was stationed at Jorau airfield during the reported period. In 1951, a Polish AAA unit was stationed at the barracks installation on the eastern edge of the field. It is believed that the field is still used as an AAA range. 50X1-HUM
5. Comment. Sagan-Kupper airfield is occupied by a Soviet division headquarters and a fighter regiment of the Fourth Air Army. It is believed that the installation was occupied by the same units during the reported period. 50X1-HUM

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